

De Gull Wing

Two Dollars

"FOR MEMBERS ONLY"

November / December
Volume 2, Number 3

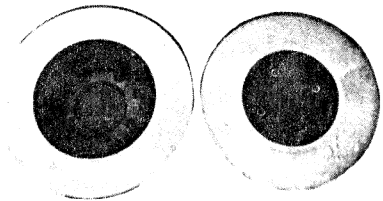
OFFICIAL PUBLICATION FOR OVER 2000 DELOREAN CLUB MEMBERS

AS PROMISED!!! DeLorean Parts Available Through DMCA At Substantial Savings

Parts have been constantly and will be a major concern to all 8700 1981, 1982 and 1983 De Lorean owners in the future. Working with over 40 De Lorean dealers nationwide we at DMCA can offer practically any part on your De Lorean at a substantial savings.

Racing Brake Rotors — 25% more braking action, stronger metal, no more brake rotor distortion or pedal pulsation. Better quality than OEM.

De Lorean's Price:	CLUB PRICE
Front	\$65.89 ea. \$48.00 ea.
Rear	\$75.58 ea. \$60.00 ea.

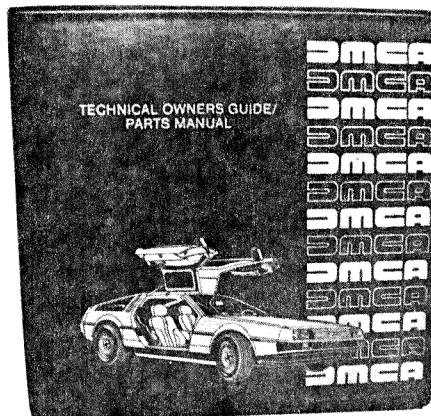


Purchase of the TECHNICAL GUIDE And PARTS MANUAL A Must!

Because of the number of parts, (over 3500) and conflicting terminology to identify each specific item listed in the construction of your De Lorean THE PURCHASE OF A De Lorean PARTS MANUAL IS A MUST!

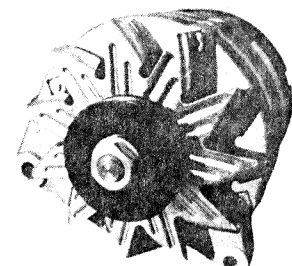
We will take COD phone orders. Visa or Mastercard with a credit authorization ONLY but because of the 10% service charge inflicted on us by these companies we will have members continue to pay in advance or in the case of COD orders by check or cash.

Same day emergency service (items shipped the same day as ordered — UPS Blue Label or Federal Express) will have a \$20.00 surcharge added to the total. (714) 847-9940.



Motorola 90 Amp Alternator

DeLorean's Price.....	CLUB PRICE
\$348.00	\$295.00



A. Throw Out Bearing

De Lorean's Price.....\$41.88 *** CLUB PRICE \$ 35.00**

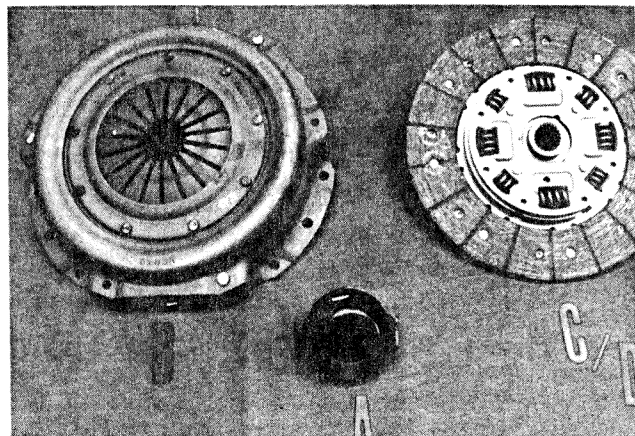
B. Clutch Pressure Plate

De Lorean's Price:
New.....\$205.40 **\$185.00**

C/D Clutch Disc

De Lorean's Price:
New\$111.67
Rebuilt.....\$ 65.00 **\$100.00**

*Prices when all three items are purchased together.



Door Lock Setting Procedures

1. Lower the power window.
2. Working through the window opening, pry the upper trim panel retaining clips loose.
3. Open door and remove upper trim panel.
4. Remove screws securing the lower trim panel mounting bracket (upper edge) to the door assembly.

President's Column

DeLorean Creditors Say Some of Missing Money Found

Nov. 16, 1983, Detroit — Documents seized from John DeLorean's estate helped lawyers for the automaker's unsecured creditors trace a missing \$9.3 million intended for sports car research to DeLorean's personal account.

The \$9.3 million — part of nearly \$18 million the FBI and a federal grand jury here are trying to trace — was eventually used to buy a Utah company that makes ski slope grooming equipment.

"The missing link has, in fact, been found," Robert Weiss, an attorney for unsecured creditors of DeLorean Motor Company, told U.S. Bankruptcy Judge George Woods.

Woods extended a preliminary injunction freezing a Chase Manhattan Bank account where DeLorean allegedly deposited the \$9.3 million in September 1979.

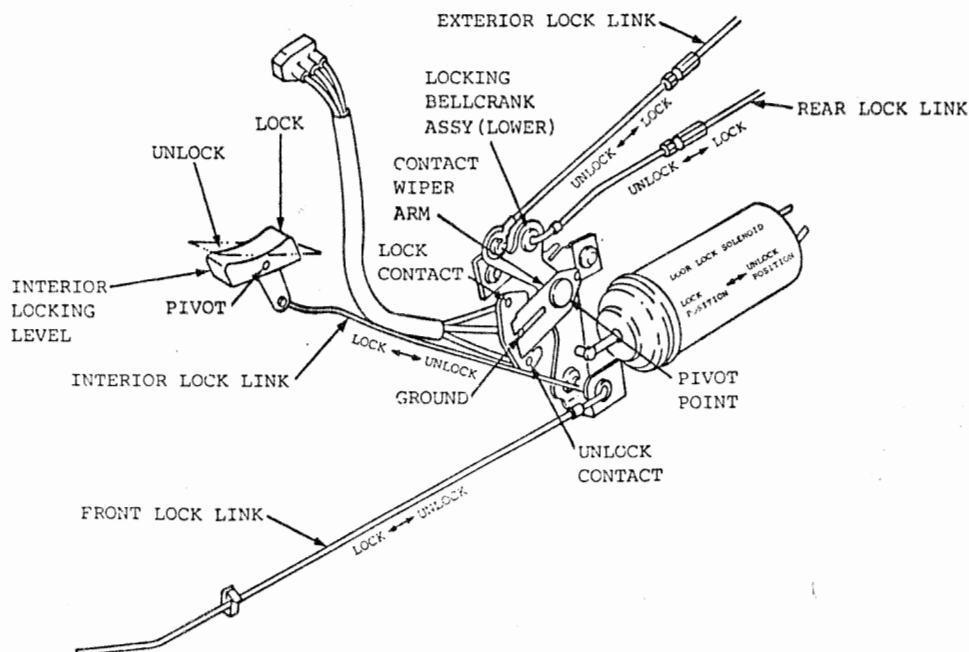
DeLorean in late 1978 used money from the DeLorean Research Limited Partnership to hire GPD Services Ltd. as agent for DeLorean's dealings with Lotus Cars Ltd., which would do sports car research.

GPD Services was "an inactive Panamanian company ... [with] no other business transactions," said Levin, a court-appointed auditor, basing his testimony on documents seized from DeLorean's Bedminster, N.J., estate and from several banks.

Levin said GPD Services was to have received \$12.5 million. About \$8 million apparently was placed into an escrow account managed by Swiss attorney Jacques Witmer, he said.

In late 1979, the money — had grown through investment to about \$9.3 million — was transferred from Rothschild Bank A.G. in Zurich, Switzerland to Rothschild Bank's account at Chase Manhattan.

It was then transferred to the account of Pierson, Holding, Pierson Bank N.V. of the Netherlands at Mellon Bank International, and finally to DeLorean's personal account at Citibank.



5. Pry loose the retaining clips securing the lower edge of the trim panel.
6. Pull trim panel away from the door to gain access to the door pull handle

mounting bracket. Using a long Phillips screwdriver, remove two (2) screws securing the door pull handle to its mounting bracket. Remove the lower trim panel.

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THE COVER

Selected Parts Available Through DMCA.

DATA

Any merchandise returned to DMCA for refund will be charged a 15% restocking charge. Delinquent accounts will suspend membership benefits.

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7. When working on the left door, remove the power mirror switch. When working on the right door, remove the close-out plate.
8. Remove two (2) screws securing the pull handle mounting bracket.
9. Disconnect the exterior lock link, the rear lock link and the front lock link from the lock bellcrank assembly.
10. Pivot the locking bellcrank assembly back and forth and check that the contact wiper arm on the bellcrank makes effective contact to the electrical contact points at each limit of travel. If not, adjust the position of the door lock solenoid by loosening the solenoid's attaching screws. Retighten solenoid attaching screws.
11. Rotate the lock bellcrank to the "unlock" position (solenoid plunger retracted.)
12. Pull the front locking link rearward to remove the free play and connect to the bellcrank. Check that the switch's

electrical contacts position has not changed (Step 11). If necessary, adjust the "bend" in the front locking link to obtain no free play, no pre-load, and good electrical contact condition. Note: During this lock setting procedure, the door is open and, therefore, the latches should be in the "unlock" position.

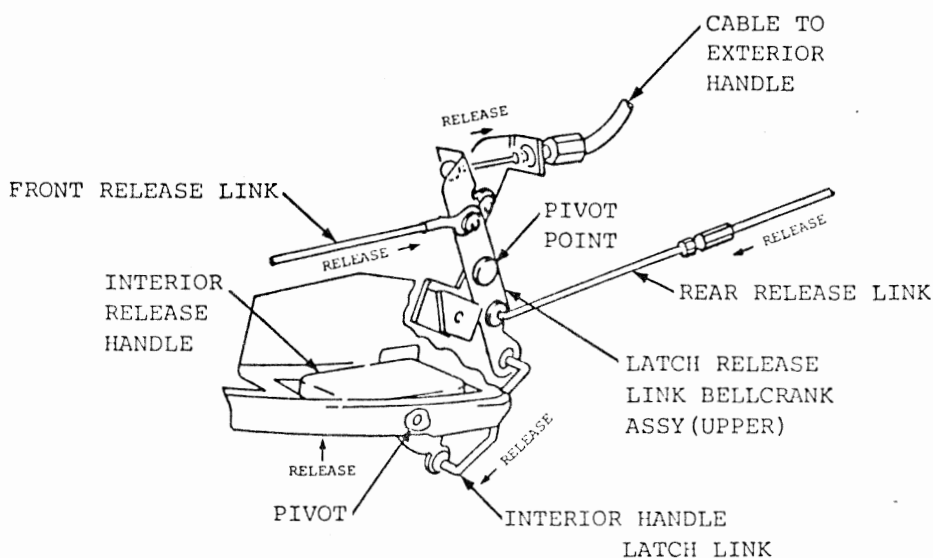
13. Pull the rear locking link forward to remove any free play and adjust the rear locking link (if necessary) until it matches the established bellcrank position. Connect the rear locking link to bellcrank.
14. With door lock key installed, pull the exterior lock link forward and connect the link to the bellcrank assembly. Adjust if necessary.
15. With the door open, manually close both the front and rear door latch assemblies.
16. Move the interior locking control rocker to the lock position and then

back to the unlock position. Check both the mechanical and electrical operation of the locking system. Repeat checking procedure for exterior door lock.

17. With the system in the unlock position and the door open, return the latches to the released position.
18. Position and secure pull handle mounting bracket to the pull handle assembly.
19. Position pull handle assembly into the lower trim panel.
20. Position lower trim panel on the door and secure with two (2) pull handle mounting screws.
21. Position and secure lower trim panel upper mounting bracket to door assembly.
22. Position and secure lower trim panel with retaining clips.
23. Position and secure upper trim panel.

Door Latch Controls Setting Procedure

1. Lower the power window.
2. Working through the window opening, pry loose the upper trim panel retaining clips.
3. Open door and remove upper trim panel.
4. Remove screws securing the lower trim panel mounting bracket (upper edge) to the door assembly.
5. Pry loose the retaining clips securing the lower edge of the trim panel.
6. Pull trim panel away from the door to gain access to the door pull handle mounting bracket. Using a long Phillips screwdriver, remove two (2) screws securing the door pull handle to its mounting bracket. Remove the lower trim panel.
7. When working on the left door, remove the power mirror switch. When working on the right door, remove the close-out plate.
8. Remove two screws securing the pull handle mounting bracket.
9. Loosen the lock nut on the exterior handle's latch control cable. Turn the cable adjuster to gain enough slack to remove the cable ball from the bellcrank assembly. Disconnect cable from bellcrank assembly.
10. Working in the lower door area (below armrest support), disconnect the interior handle latch control link from the interior handle connection.



11. Disconnect the rear latch release link from the latch release bellcrank assembly.
12. With the front release link connected, there should now be free play in the latch release bellcrank assembly.
13. Rotate the latch release bellcrank assembly (pulling the front latch release link rearward to remove the free play in the front latch release link. Note: Rotate the bellcrank only enough to remove the free play. DO NOT place any pre-load on the front latch assembly).
14. While holding the latch release bellcrank assembly in this position (Step 13), pull the rear latch release link forward to remove the free play and connect the link to the latch release bellcrank assembly. If the free play cannot be removed or a pre-load condition exists, adjust the rear latch release link only enough to remove the free play. DO NOT place any pre-load on the link connections.
15. Reconnect the interior handle's latch control link. This link is not adjustable; therefore, a slight degree of free play or pre-load is acceptable.

continued on page 4

LETTERS TO de EDITOR

"... What is the difference in horsepower between the single turbo BAE kit \$1750 and the twin turbo system \$3200?"

Tom Porter, LA

Tom, No difference in horsepower, just in torque (both develop approximately 220 hp) but approximately \$2,000 difference in price is a lot of H.P. deEditor.

"... Local mechanic stated that: obviously motor made to run with 20-80 lbs. oil pressure cannot be running 20-100, therefore gauge must be wrong. Since I will be the one to "pay" in the long term, I felt it was better to check with you."

Robert G. Landman

Robert, Gauge is correct. Some cars develop

100 plus lbs. of oil pressure. deEditor.

"... I have a tip for DeLorean owners as far as the power windows. I have broken 2 cables before I was told not to put the window up tight. Leave a small gap and this takes the pressure off the cable."

Roger Buckner, CA

Roger, You were correct! But we now offer new manufactured window motors that have a limit switch allowing to travel only so far. Result? NO MORE WINDOW MOTOR REPLACEMENT! Call us. deEditor.

"... The weather-stripping at driver's eye level on the left door opening keeps tearing along the edge next to the opening. I have replaced it 3 times. What gives? Is the

door misaligned just enough to bind the rubber, yet close smoothly? Suggestions?"

D.D. Patton

Keep your rubber door seals protected with a light coat of silicone lubricant. This will seal the porous rubber and allow it to slide when riding against the door rather than tearing. We have replacement inner door seals available for \$56.00 (includes handling and shipping) deEditor.

CLASSIFIED ADVERTISING

FREE TO DMCA MEMBERS
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For display advertising rates call Tuesday or Thursday only, 10:00 A.M. to 3:00 P.M. at (714) 847-9940. Collect calls will not be accepted.

For Sale: 1982 DeLorean, gray interior, automatic transmission, under 8000 miles. Super Sharp. Call 800 325-2680. Sandy. \$15,000 or ?.

For Sale: 1981 DeLorean, 5 speed, decals, 3,000 miles. Excellent. New business, must sell. Stored winter. \$18,000 or best offer. Call Dick at 608 752-4615 (WI) evenings.

For Sale: 1981 DeLorean, serial #3895, stick shift, black leather, 8,500 miles, mint condition. Lovingly cared for by little old lady. Never parked near other cars. \$18,000 firm. 313 626-1235.

For Sale: 1981 DeLorean, 2,500 miles, 5 speed, gray interior. Garage kept. \$23,000. 301 927-5284 Mon.-Fri. 9 to 5.

For Sale: 1981 DeLorean, 5 speed stick, 2,000 miles. \$21,900. 507 454-6733.

For Sale: 1981 DeLorean, 5,950 miles, escort radar, sophisticated alarm system, black leather interior. Mint condition. Everything works. 5 speed manual transmission. \$21,500. Call Bob at 203 233-5136. Weekdays from 7-10 pm East coast time.

For Sale: Brand new Technical Owners Guide and Parts Manual. \$25.00. Philadelphia area. Tim 215 388-6829.

For Sale: 1981 DeLorean, late model (06085) Excellent Condition. 18,000 miles. \$19,000 or best? Nick 617 667-5555 day. 617 662-4436.

LET'S GET TECHNICAL continued from page 3

16. Reconnect the exterior handle's latch control cable to the bellcrank assembly. Turn the cable adjuster only enough to remove the slack in the cable. Note: Adjust this cable only enough to remove the slack in the cable. DO NOT place any pre-load on the cable bellcrank connection.
17. Check both the interior and exterior handles for proper latch release operation. This can be with the door open by:
 - a. Manually close both door latches.
 - b. With the pressure applied to one latch (with screwdriver or similar tool) slowly open the exterior release handle until the latch is released and while holding the exterior release handle in the exact position where latch was released, the other latch should release.
- c. Repeat the above check starting with the opposite latch.
- d. Repeat the above check, using the interior release handle.
- e. Open both latches before closing door.
18. Position and secure pull handle mounting bracket to the pull handle assembly.
19. Position pull handle assembly into the lower trim panel.
20. Position lower trim panel on the door and secure with two (2) pull handle mounting screws.
21. Position and secure lower trim panel upper mounting bracket to door assembly.
22. Position and secure lower trim panel with retaining clips.
23. Position and secure upper trim panel.

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